

PORTLAND, OREGON, SUNDAY MORNING, JANUARY 15, 1922.

ATTEMPT TO DIVERT PARK ROUTE FAILS

Oregon Tourist Bureau Envoy Is Told Directing of Yellowstone Trail to Portland Would Mean Breaking Faith With Seattle.

By E. C. Johnson
The effort made by the Oregon Information and Tourist Bureau to have the Columbia river highway made a part of the Yellowstone trail, which is routed through Spokane, Walla Walla and the Yakima valley across the Snoqualmie pass to the coast at Seattle, has ended in failure. The request to the Yellowstone Trail association made by Sydney E. Vincent of the Oregon Information and Tourist Bureau to adopt the road from Walla Walla to Pendleton and thence over the Columbia river highway to Portland as an optional route has been definitely refused by the executive committee of the association.

The reasons for the refusal are given in a letter to Leslie Butler, chairman of the Oregon Tourist and Information Bureau, by H. C. Cooley, general manager of the Yellowstone Trail association. He writes:

"The formal application for a change of route on the west coast in the Yellowstone trail was made by Mr. Vincent in the name of the Oregon Information and Tourist Bureau under date of October 27, 1921, and the application asked for an optional route or a dividing of the route of the Yellowstone trail at Walla Walla showing two roads from Walla Walla to the Pacific coast—one by way of the present route and the other by way of Pendleton and thence over the Columbia river highway route to Portland.

NOT TO BE DIVIDED
The Yellowstone Trail association some seven years ago adopted the following well defined policy:

"That the Yellowstone trail shall be a single route and undivided in any point across the continent in the northern part of the United States.

"This policy was adopted, in the first place, because of the growing number of places to which it was insisted that the trail show a divided route, or a loop route as an optional route for travel and the sponsors for the trail saw themselves gradually being pushed into a system of divided roads scattering the interest and intensity of the work of the Yellowstone trail to a degree that it would become so general that its effect would be largely lost.

"With the adoption of this policy, all branches, loops and optional routes were entirely erased from the map of the Yellowstone trail as a part of the trail, and each year since that time, the several states comprising the Yellowstone trail organization have gone on record as favoring the sustenance of this policy. However, no organization has any rule which the organization itself cannot change if they believe it wise, and therefore this application was referred to the Washington state meeting of the Yellowstone Trail association held at Spokane on October 31, 1921, in the following language known as special proposition 'A' in our records:

WASHINGTON SAYS NO
"Shall the route of the Yellowstone Trail be changed to extend west from Walla Walla by way of Pendleton, Or., and thence over the Columbia River Highway to Portland, Or., instead of by the present route, or shall the Yellowstone Trail show an optional route extending from Walla Walla to Portland, Or., by way of the Columbia River highway?"

"You will note that in the stating of this proposition it was submitted to the Washington state meeting first as a change of route because of the policy described above and secondly as an optional route so that if it is desired the policy of the Yellowstone Trail association might be changed.

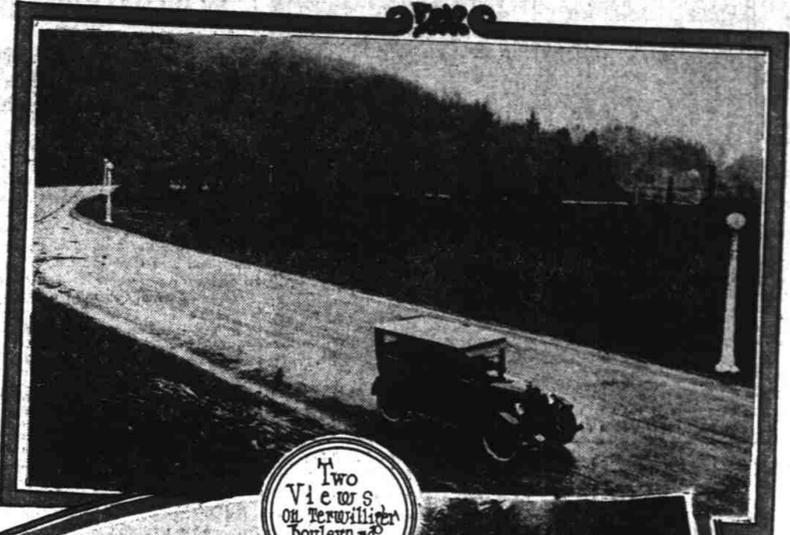
"Of course, this proposition was under a serious disadvantage from the fact that the towns and communities now on the Trail in the state of Washington are a part of the organization, while the communities not on the Yellowstone Trail are not a part of the organization. The Washington state meeting passed on this proposition by a vote of No. 12, against a change of route and an optional route.

"However, the action of a state meeting in such a binding manner is not a positive guarantee, and the question submitted to a state meeting are given to them for the purpose of getting their recommendations in the hands of the national executive committee consisting of a member elected from each one of the state meetings.

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A SNAPPY NEW CAR IN A PICTURESQUE SETTING



Two Views of Periwinkle Boulevard



Motorcycle Firms Shift; Indian Has New Operating Base

Two motorcycle dealers in the city have acquired for themselves more elbow room recently. On the first of the month the Indian Motorcycle company moved from 204 Fourth street across the street to No. 309. The firm now has show room space on Fourth street and an entrance on Salmon street to its garage, its home being L-shaped.

The Motorcycle Supply company has benefited by the move of the Indian company, as the latter concern had occupied a part of the space leased by the Motorcycle Supply company. This space will now be used to the advantage of the out of town customers of the Motorcycle Sales company.

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MUCH ROAD WORK NEEDED IN STATE

Development Program of 1917 to Be Completed This Year; Two Main Roads Nearly Done.

The state highway development which began in 1917 reached its climax with the year just closed and from now on there will be a decline in the way of construction, with the possibility that it will cease at the end of the present year unless further funds are supplied by legislative enactment. It is quite apparent that the system mapped out by the legislature of 1917 will not be improved unless further resources are provided.

For the coming season there will be available state bonds to the amount of approximately \$7,000,000, the final installment of the total authorizations of approximately \$40,000,000, or quite near the limitation of the state constitution.

It is hoped this year will see the final improvement of the Columbia river and Pacific highways on which thus far approximately \$25,000,000 have been expended. The Columbia river highway is practically complete. There are a few miles of pavement to be laid between Mosier and The Dalles. The contract for this work is already let. A stretch of about a mile through the town of Rainier is yet to be improved as is also the gap between Astoria and Warrenton.

On the Pacific highway, including the west side branch, there remain to be constructed about 23 miles of grading and 117 miles of paving to secure a finished road. To obtain this result it is estimated that the cost will be approximately \$4,000,000. Besides finishing the two main highways the plans of the state highway commission, it is understood, contemplates the completion of the Old Oregon Trail its full length and to make the John Day highway a usable road from Arlington to Prairie City. Work will also be pushed on the Dalles-California highway, the Mount Hood loop, the McKenzie pass and Crater Lake roads.

Oregon Wilds' Fame Spreads Jerseyite Hears About Game

The name and fame of Oregon hunting has spread even unto New Jersey, according to a letter received by A. C. Stevens, Portland automobile dealer. The communication is from Arthur L. Garrabrant, manager of the used car department of the Newark, N. J., branch of the Detroit Cadillac Motor Car company.

"Being an ardent sportsman," reads the letter, "and naturally talking about rabbits and pheasants at this time of the year, our manager placed on my desk a copy of The Oregon Sunday Journal of Portland, issue of October 23, 1921, to show me what pheasant hunting is in Oregon. The first thing that came to my notice was the name of A. C. Stevens, and it brought back very vividly to my recollection the name of a friend who at one time lived here in Newark with my mother and then moved to Oregon. We have not heard from him from that day until this.

"The thought occurred to me that perhaps you were the A. C. Stevens I refer to, and if so, it would give me great pleasure to get into communication with you once more.

"Just a few lines from you will be greatly appreciated."

He had the wrong Stevens, but the local Haynes dealer wasn't going to let slip an opportunity to say a word for Oregon.

"This is a wonderful country to enjoy yourself," he wrote, after explaining his identity "I was amused as your mention of rabbits, as I have hunted them back in Maryland—they are practically the only game we have in that part of the country. In this territory very few people eat them, although in our Eastern Oregon sections they have regular big rabbit drives in the fall of the year, as they destroy a great number of wheat fields. Our principal sport is shooting Chinese pheasants, grouse, ducks, lots of deer and quite a few bear.

STANDARDIZATION OF SIGNS WANTED

Bureau of Public Roads Hopes to Decrease Accidents by Making Danger Signals Conform.

Standardize danger signs along American roadways! Make them alike from coast to coast!

So urges the bureau of public roads, United States department of agriculture. The recommendation is made for the consideration of highway officials, automobile organizations, municipal officials and other persons interested.

By standardization of all highway danger signs, the department believes automobile accidents may be lessened. Deaths from automobile accidents have nearly doubled since 1915, and the rapid increase of such accidents, the department believes, can be appreciably checked by the adoption of standard danger signs, easily read and distinctive, along American highways.

A tourist at the present time will see almost as many kinds of signs as there are states he visits. Also, in some cases, the style of sign changes in going from one county to another.

The subject is now under consideration by a committee of the American Association of State Highway Officials.

Auto Blue Book and Motor Life Bought By Joseph J. White

New York, Jan. 14.—The property of the Automobile Blue Book Publishing company, which includes Motor Life and the Blue Book, have been sold to Joseph J. White of the Hill Binding company of Chicago. The sale was made for cash by the credit stockholders who have been operating the property for the past few months, in accordance with a resolution adopted by the stockholders, directing that the sale be made, on November 1. There will be an immediate distribution of the assets among the credit stockholders.

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Auto Show Spaces All Taken Out-of-Town People Coming

The band will play, the boys will shout, and it is confidently expected that the ladies will turn out when the doors of The Auditorium are opened to admit Portland to the annual showing by Portland automobiles dealers of the pride of the nation's automobile factories. One week remains for the busy show committee of the Portland Automobile Dealers' association, which is putting on the show, before the public will have its opportunity to tread its way from one dazzling exhibit to another on any of three floors covered with automobiles and products that belong to the automobile world.

A large crew of men has been working for days in the basement of The Auditorium preparing the decorations for the show week. A glance at the completed panels along the walls, waiting to be trimmed and placed, shows that the show committee has chosen wisely in preparing the decorations. An orange and black color scheme will be followed throughout.

Admirable support from out-of-town dealers has developed during the past week. A. S. Robinson, chairman of the Old Timers committee, has received notices of intention to attend from many times more than he expected to greet. The Old Timers will have a display pretty much their own, with a session in the afternoon and several sessions during the day and a din banquet at night. Several hundred men in Oregon are eligible, five years' connection with the industry making the dealer eligible for the show week. A glance at the exhibit in charge of T. A. Rafferty, chief of the state traffic squad. The show officials also expect to have an exhibit by the U. S. forestry service.

Winter Troubles Discussed Use of Care Will Save Expense

The present article by The Journal's automotive expert deals with various troubles that come along with cold weather and by themselves. Also, the subject of the close clutch is taken up here. Besides giving information on these and other subjects may secure the same without cost by addressing the Sunday Editor of The Journal.

During the present cold weather there is many a motorist suffering the consequences in one way or another, either through direct negligence or ignorance in taking the proper care to prevent damage from the cold. Many a motorist recently has suffered a loss in his pocket-book for a repair bill that could have been avoided had he taken the trouble to drain his radiator and his engine in the right way. His failure resulted either in his water pump freezing so that when he started his motor the key was ahead of his water jacket cracked.

Another source of loss in icy weather is the discarding of the chains as soon as a few crosslinks are worn or broken, when the old links can be replaced with new ones.

Still another source of trouble is driving down icy or frosty inclines with the clutch disengaged and the brakes used to slow up or stop, thus locking the wheels and causing the car helplessly to skid sideways, backward and in a merry-go-round style, perhaps winding up against some post or curb with broken wheels, broken axles, smashed fenders, or disfigured bodies, when it all can be avoided by driving on compression, or in gear.

To drain the water from the radiator and the motor, the proper way is to draw the water off at the lowest place. On cars like Fords, Overlands, etc., that have no water pump, the radiator is the lowest place. On cars that have waig pumps, the petcock under the water pump is usually the proper place to drain the motor. Open the petcock under the